PETALUMA AND SANTA ROSA RAILROAD COMPANY

TIME 42 TABLE

EFFECTIVE JANUARY 1, 1969
AT 12:01 A.M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

C. E. NEAL
Vice President and General Manager

S. J. MACKIE
Superintendent

TRAINMASTER
GERALD FOSTINE.....Santa Rosa

ROAD FOREMAN OF MOTORS
J. D. LEWIS.....Santa Rosa

ASSISTANT TRAINMASTER
R. E. RUEGAMER.....Santa Rosa

TIME IS IMPORTANT
Take TIME to be SAFE

PETALUMA AND SANTA ROSA RAILROAD COMPANY

TIMETABLE No. 42

January 1, 1969

EASTWARD Mile Post Location		STATIONS	Station Number	WESTWARD Distance from Santa Rosa
0		Petaluma.....QBKP	24309	23.2
.....		" —NWPRR.....	24310	.....
1.4		West Petaluma.....	24321	23.7
0.4	Yard Limits	Dunn.....	24326	22.8
0.8		Cinnabar.....	24331	22.0
3.6		Denman.....	24332	19.6
11.3		Turner.....	24334	11.9
11.8		Hessel.....	24338	11.4
13.2		Cunningham.....	24341	10.0
16.7		Sebastopol.....P	24345	6.5
17.7		Gravenstein.....	24370	5.5
19.7		Leddy.....	24375	3.5
23.2		Santa Rosa.....QBKP	24365	0
		" —NWPRR.....	24380	

EASTWARD Mile Post Location		FORESTVILLE BRANCH STATIONS	Station Number	WESTWARD Distance from Ross
16.7	Yard Limits	Sebastopol.....P	24345	6.0
19.0		Molino.....	24350	3.7
19.6		Barlow.....	24352	3.1
20.3		Hop Yard.....	24353	2.4
20.9		Graton.....	24355	1.8
21.5		Manzana.....	24357	1.2
21.6		Sagu.....	24358	1.1
22.7		Ross.....	24359	0.0

RULE A. The Rules and Regulations of the Transportation Department of Northwestern Pacific Railroad Company will govern operations on the Petaluma and Santa Rosa Railroad Company. Employees whose duties are prescribed by these rules must know they have in their possession a copy of the current book of rules.

NOTE.—Reference to the following terms will apply as follows:

Engine: To motor.
Engineman or Enginemen: to Motorman or Motormen.

RULE 93. Yard limits are established to include all tracks.

RULE 98. Railroad crossings at grade not interlocked:
Petaluma.....NWP.....Crossing of yard tracks.

RULE 103-A. Following crossing protected by gates with controlled circuits located within short distance of crossing other than on main track. Before making movements over this crossing, from other than main track, it must be known that gates are down or protection to traffic must be provided while movement is being made.

Station	Location	Mile Post
*Santa Rosa.....	Third Street.....	53.7

*May be operated for movements from other than main track by operating key release on side of instrument case on east side of crossing and on relay post on west side of crossing.

Sebastopol: Movements over Bodega-Santa Rosa Ave. must not enter the crossing until traffic signal on Main St. displays flashing yellow signal. When flashing yellow light is displayed and movement does not enter crossing within 1½ minutes, crossing must not be entered until traffic light displays green aspect for Main St. traffic.

MISCELLANEOUS

NWP cars on spot handled by P&SR crews during switching movements must be returned to exact spot from which they were moved.

MAXIMUM CAR LOADING

Load limit (car and contents) must not exceed 220,000 pounds—

SPEED RESTRICTIONS

Movements must not exceed the following maximum speeds (shown in miles per hour):

Between:

Petaluma and Santa Rosa.....15
Petaluma and West Petaluma.....10
Sebastopol and Ross.....15

Through sidings, yard and other tracks, crossovers and turnouts.....10

The above speeds are the maximum speeds permitted. Speed must be further reduced as prescribed by speed signs or by timetable bulletin. When fog, storms or other conditions obscure track or signals, speed of movements must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY.

Accidents Don't Happen
They are CAUSED

Rule 31. The whistle must be sounded at all places where required by rule or law, and elsewhere when necessary as a warning signal. When visibility is impaired by fog, storm or otherwise, the whistle must be sounded frequently as a warning to trackmen and other employes who may be working on or about the track.

Rule 33. Trainmen flagging traffic at highway crossings must use red signals when necessary to stop traffic. They must not give proceed signals to highway traffic.

Rule 35, The following signals must be used by flagmen:
Day signals: A red flag, torpedoes and fusees.
Night signals: A white light, torpedoes and fusees.

MOVEMENT OF MOTORS

Rule 81. A main track must not be occupied without authority, and must not be fouled until by observation or protection by flagman, the motorman or conductor, as the case may be, is assured that it is safe to do so.

Rule 93. Within yard limits motors, after complying with provisions of Rule 81, may use main track without flag protection against motors.

Motors must move with caution on main track within yard limits.

Rule 98. Motors must approach junctions and railroad crossings at grade, prepared to stop.

Rule 103. When cars are pushed by a motor, except when switching, and even in above exception when conditions require, a member of the crew must take a conspicuous position on the leading car. By night he must display a white light.

Rule 103-A. Before kicking or dropping cars over a public crossing a member of the crew must take position at crossing to afford protection to traffic while movement is being made.

Switches must not be left open nor cars left standing longer than necessary, on main track or other tracks within operating limits of wigwags, crossing bells or other warning devices.

In general, highway crossing signals are so designed that they will not operate for motors making a reverse movement after having passed over the crossing. Before such reverse movement is made a member of the crew must take position at the crossing to afford protection to traffic while movement is being made, unless it is known the signal is operating.

Rule 104. Trainmen, (motormen if no trainmen) are responsible for the proper setting of hand-operated switches and derails to be used by their motor, and for their return to the proper position after use. Motormen must see that the switches and derails immediately ahead of motor in direction of movement are properly set.

Rule 104-A. If a rigid switch is run through, it is thereafter unsafe. If a motor or car is run partly through a rigid switch, the movement must be continued. Switches damaged in this way must be reported to the proper authority, and when practicable, section foreman notified. They must be spiked unless section foreman takes charge.

Rule 104-B. Before making a running switch, stop must be made, brakes tested, and switch tried. The motor must be kept on straight track, when practicable.

Rule 104-C. When a motor is clear of main track, to be met or passed by another motor, employes must not unlock derails or switches, nor be between the fouling point and main track switch. They must not be within 150 feet of any main track switch until the approaching motor has passed.

When a motor is on main track to be met or passed by another motor and a switch is to be set for the approaching motor to enter another track, employe, after securing the switch must take position at least 150 feet away from the switch while approaching motor is passing over it.

When a switch is thrown, the employe setting it must see that both points have moved to the proper position. A switch must be fastened as soon as thrown either way; and when locked, the chain pulled to insure that lock is securely fastened.

Neither switch of a crossover may be opened when there is a motor or car closely approaching either switch. When crossover movement is to be made by a motor both switches must first be opened before the movement is commenced.

An employe alighting from a motor or car to change position of a switch behind such movement, must get off rear of rear car, when practicable, or, when not practicable, on opposite side of track from switch stand, unless it is unsafe to do so. While a movement is being made over a switch any member of the crew in the vicinity of such switch must take a position on opposite side of track from switch stand when practicable, and when not practicable to do so, must take position not less than twenty feet from the switch stand.

Rule 106. The conductor and motorman are responsible for the safety of the motor, movement and the observance of the rules, and under conditions not provided for by the rules, must take every precaution.

Rule 108. In case of doubt or uncertainty, the safe course must be taken.

GENERAL REGULATIONS

Rule 801. Employes who are insubordinate, dishonest, immoral, quarrelsome or otherwise vicious, will not be retained in the service.

Rule 802. Indifference in the performance of duties will not be condoned. Civil, gentlemanly deportment is required of all employes in their dealings with patrons, the public, their subordinates and each other. Boisterous, profane, or vulgar language is forbidden. Employes must not enter into an altercation, but will report the facts to their immediate superior.

Rule 804. Misconduct or negligence affecting the interests of the Company will not be condoned and must be reported. Withholding such information will be considered proof of negligence or indifference, and treated accordingly.

Rule 807. The affairs of the Company must not be divulged nor access to the Company's records permitted, without proper authorization.

Rule 810. Employes must not engage in other business without permission of the proper officer. They must not absent themselves from their employment without proper authority. They must report for duty at the prescribed time and place, remain at their post of duty, and devote themselves exclusively to their duties during their tour of duty.

An employe subject to call for duty must not absent himself from his usual calling place without notice to those required to call him.

RULES AND REGULATIONS OF THE TRANSPORTATION DEPARTMENT

Rule 812. Employes of this Company, while performing service or operating motors on the tracks of another railroad, are under the jurisdiction of the railroad on whose tracks the service is being performed.

Rule 820. In case of damage to motors, cars or structures involving the security of freight or other Company property, it is the duty of all employes to see that arrangements are promptly made for its protection against loss through pilferage or other causes.

Rule 821. In case of extraordinary rain storm or high water, motors must be stopped, and bridges, trestles, culverts, and other points subject to damage, examined by conductor and motorman, or motorman if there is no conductor, before proceeding.

Speed of equipment over inundated tracks must not exceed 3 M.P.H., and movement must not be made if the depth of water above top of rail exceeds 3 inches.

Rule 822. Employes are warned not to get on or off a motor or car in rapid motion.

Employes must face the equipment in descending ladders on motors or cars, whether standing or moving.

When a movement is being made, employes must not stand or ride between motor and car, or between two motors, either on footboards or pilots. They must not go between motor or car in motion. Employes are forbidden to ride on footboards of motors in direction of movement except for the purpose of uncoupling car from motor and are forbidden to take position either seated or standing, on handrails of motors.

If uncoupling lever on one side fails to work, lever on the other side must be used. When necessary to change the alignment of couplers, cars must be stopped, and under no circumstances must attempt be made to adjust couplers with foot or hand, or raise lock pin by hand, while cars are moving.

If necessary to make change or repairs to couplers, the action must be understood by all employes who may, through misunderstanding, move or cause cars to be moved; the cars should be separated not less than one car-length to reduce possibility of injury, should they be moved by mistake. Employes should, when possible, avoid standing directly in line with couplers while making repairs.

Rule 822-A. Trainmen standing on top of moving cars must take positon about middle of car to avoid falling off in case of sudden stop, jerk, or slack action. When standing on top of caboose they must stand back of cupola.

Rule 823. Electric light and power wires must be considered alive at all times. Employes must not depend for their safety on the insulation of wires. Employes noticing dangling wires or wires sagging over track, must avoid coming in contact with them. They must provide, if possible, such protection as will insure the safety of themselves and others, and promptly notify the proper authority.

Rule 824. On grades, before motor is cut off at stations to do work, or at any stop of unusual length, a sufficient number of hand brakes must be set to hold the cars and the air released. Both conductor and motorman will be held responsible for compliance with this rule.

Rule 825. Cars must be kept clear of any street or public crossing, and at least one hundred feet from the crossing when practicable.

A sufficient number of hand brakes must be set to hold cars; if brakes are inoperative, cars must be secured otherwise. When cars are set out on a grade they must be coupled, if practicable, and in addition to brakes being set, wheels must be blocked.

When wooden cars are stored on tracks without fire protection, an opening of at least forty feet must be made every five car-lengths.

Rule 827. Trainmen must be in position to observe their motor while running, particularly while rounding curves and approaching or leaving stations.

Rule 830. Motors when standing or switching must not block traffic on street or public road crossings longer than necessary.

Rule 836. Cars must not be shoved ahead of motor between stations when it can be avoided. When necessary to do so, speed must not exceed ten miles per hour.

Rule 837. Switching must be carefully done, and cars must be carefully handled, to avoid shocks from abrupt starting or stopping, or from impact in making coupling, and to prevent damage to cars or contents.

Before fouling any track it must be known that motors or cars on adjacent tracks will clear.

Rule 843. The general direction and government of a motor is vested in the conductor, and all other persons employed on the motor will obey his instructions. Should there be any doubt as to authority or safety of proceeding, he will consult with the motorman, who will be responsible with him for the safety and the proper handling of the movement and such use of signals and other precautions as circumstances may require. Conductors must be governed by the direction of agents within yard limits and in doing work at stations.

Rule 863. In case of personal injury, loss of life or damage to property, conductors must furnish reports of facts, with names and address, and written statement when possible to obtain it, of each person who witnessed or has information concerning the accident.

Rule 866. Conductors are responsible for the security of freight while in their charge, seals and fastenings of cars must be examined and record made of imperfect or missing seals, also of seals that may be applied by them.

Rule 872. Motormen must know before starting each day's trip that their motor is equipped with the prescribed signals, tools, supplies and that flagging equipment is in serviceable condition.

Rule 874. Motormen must be alert in all matters pertaining to safety and while running must keep a constant and vigilant lookout, carefully note all signals, observe position of switches and derails affecting their movement, and watch for obstructions and defects in track. They must frequently look back for signals and indications of defects in movement, especially while rounding curves and approaching or leaving stations.

Rule 875. So far as practicable motormen must observe all wigwags and other crossing warning devices, and must report any that are out of order.

Rule 883. When a motor is left without an employe in charge, it must, when practicable, be placed on track affording protection against entry to main track; hand brakes must be fully applied, wheel secured with blocking chain, reverse lever removed from control stand and cab doors locked. If live motor, independent brake also must be placed in full application.

Motors or cars must not be left on any track blocking movements on adjoining tracks.

Air Compressors

1. Air Compressors must not be permitted to load unnecessarily nor to operate without adequate supply of lubricating oil. If difficulty develops with air compressor which cannot be corrected by positioning of the manual unloader valve, diesel motor must be stopped. Diesel motor must be stopped before measuring oil level in air compressors not equipped with sight glass.

Motormen

2. Before starting each trip or shift, and at every opportunity thereafter, condensation must be drained from reservoirs, and from moisture and dirt collectors.

Motormen, when taking charge of motors, must know that the brakes are in operative condition; that all brake cylinders are cut in, and that all hand brakes are released. Pressure indicated on the brake cylinder gage does not necessarily mean brake cylinders are cut in.

Motormen must know the sanders are operating properly when taking charge of a motor and must inspect the sanders at every opportunity while the motor is in his charge.

When taking charge of a motor, the motorman must report any flat spots found on wheels to the foreman in charge. If flat spots are detected after leaving departure track or wheels are slid flat enroute, wire report to Superintendent and Master Mechanic must be made from first available point of communication with written report on prescribed form rendered on arrival at terminal.

Standard Pressures

3. Standard brake pipe pressure for motors is 80 pounds. Should the proper control of a movement make it necessary, the use of 90 pounds brake pipe pressure is permissible.

STANDARD AIR BRAKE PRESSURES ON MOTORS — POUNDS

Main Reservoir

	High Pressure Governor	Low Pressure Governor
Diesel Freight	140	130

	Brake Pipe	Reducing Valve	Safety Valve
Diesel Freight	80	40	45

Observing Equipment

4. Motormen must observe the air gages with sufficient frequency to note promptly and act accordingly on any improper condition shown thereby. It is essential they observe them before and while making applications and releases. Motormen must observe length and strength of brake pipe exhaust during automatic brake operation as an added assurance that there is no closed angle cock or other obstruction in the brake pipe near the head end of movement. When motors are coupled, each motorman must note if running test is made and if brakes are operative on motor in his charge.

The conductor is responsible for frequent observance of the air gage on caboose. If any hazard to safe operation develops while running, needed precautions must be taken promptly by the use of signals, conductor's valve, emergency brake valve or the setting of hand brakes, as circumstances warrant.

Surprise Stop

5. In making a stop with a movement where circumstances make it desirable to work power to the stopping point or when time will not permit the adjusting of slack, apply the automatic brakes in service or emergency, as conditions require, while keeping the motor brakes released, gradually

closing the throttle and developing motor brake cylinder pressure as the speed reduces so the throttle will be closed, the motor brake fully applied and sanders open as motor comes to a stop.

In case an emergency brake application originates from any source other than the brake valve, the brake valve handle should be placed in emergency position.

When the automatic brake valve handle is placed in emergency position it must be left there until movement stops. When stop has been completed and the PC switch recovered, allow sufficient air to pass through the brake pipe to enable trainmen to locate the cause. Release must not be attempted until after 70 seconds have elapsed.

Except as otherwise provided, should air brakes apply from other than the motorman's brake valve at a less than an emergency rate of reduction, gradually reduce the throttle to idle if in an open position, and when approximately 40 feet from point where movement will stop, place automatic brake valve in LAP position and apply independent brakes.

Adding Cars to Movement

9. When one or more cars are added to a movement between terminals trainmen must see that hand brakes are released before cars are moved.

Conductor's Valve

16. Should there be immediate danger to life or property the valve must be immediately opened to full extent and left in that position until movement stops, then closed.

Grade Braking

18. When using the cycle method of braking on descending grades build up brake cylinder pressure by making light brake pipe reductions consistent with grade, speed and weight of movement. Motor brake must be allowed to apply with other brakes.

Cutting Out Brakes

20. The proportion of air brakes in operation must at no time be less than 85% of all the cars in a movement. On ascending grades rear car must have operative air brake.

When defects in the air brake equipment develop between repair points and cannot be corrected without serious delay, cut out the brake. The following method will be used when necessary to cut out brakes:

Car with AB brake equipment:

Close the branch pipe cut-out cock and drain both auxiliary and emergency reservoirs by fully opening release valve.

Initial Terminal Air Brake Test.

22. All movements must be given inspection and test as specified in this rule at Initial Terminal.

Air brake system must be charged to required air pressure, angle cocks and cut-out cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum.

After the air brake system on a movement is charged to within 15 pounds of the setting of the feed valve on the motor, but to not less than 60 pounds, as indicated by an accurate gage at rear end of movement, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduc-

tion must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gage, which must not exceed 5 pounds per minute, after which brake pipe reduction must be increased to full service. Inspection of the brakes must be made to determine that angle cocks are properly positioned, brakes are applied on each car, piston travel is correct, that brake rigging does not bind or foul and all parts of the brake equipment are properly secured. When the inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

Road Air Brake Tests

24-B. At a point other than initial terminal where crew, motor or caboose is changed, or where one or more consecutive cars are cut off from the rear end or head end of movement with consist otherwise remaining intact, after brake system is charged to within 15 pounds of feed valve setting on motor, but not less than 60 pounds as indicated at rear of movement, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

Before proceeding it must be known that brake pipe pressure as indicated at rear of movement is being restored.

24-C. At a point other than a terminal where one or more cars are added to a movement, and after the brake system is charged to not less than 60 pounds as indicated by a gage at the rear of a movement, tests of air brakes must be made to determine that brake pipe leakage does not exceed 5 pounds per minute as indicated by the brake pipe gage after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service and it must be known that the brakes on each of these cars and on the rear car of movement apply and release.

Before proceeding it must be known that brake pipe pressure as indicated at rear of movement is being restored.

Overcharge

35. If the brake system has been overcharged 10 pounds or more while running, brake valve handle can be placed in a position or feed valve adjusted to maintain such overcharge until correction can be made.

In reducing an overcharge the automatic brake valve may be used, making the necessary number of reductions to overcome any overcharge.

With AB equipment for every 10 pounds overcharge, two full service brake applications and releases must be made or auxiliary and emergency reservoirs drained.

73. When the brake pipe pressure is reduced 10 pounds there will be approximately 25 pounds in the brake cylinder.

With 80 pounds brake pipe pressure, a service reduction of approximately 22 pounds will fully apply the brakes in service; with 90 pounds brake pipe pressure, a service reduction of approximately 26 pounds will fully apply the brakes in service.

CARS

Rule 170. The conductor will report on Form S-2809 all known defects on cars in his train on arrival at terminals.

Rule 177. A motor must not leave its initial station without first testing the air brakes.

Rule 181. Not more than two consecutive brakes in a yard train movement may be cut out and maintain emergency action throughout the movement.

TIME IS IMPORTANT
Take TIME to be SAFE

TRAINMASTER

Gerald Fostine.....**Santa Rosa**

ASSISTANT TRAINMASTER

E. E. Shipley.....**Petaluma**

ROAD FOREMAN OF MOTORS

H. E. Jamieson.....**Santa Rosa**

HOSPITAL DEPARTMENT SURGEONS

Location	Name	Title
San Francisco	Dr. V. M. Strange	Chief Surgeon
Petaluma	Dr. F. E. Ems	Associate Physician and Surgeon
Petaluma	Dr. J. J. Mohrman	Dist. Physician and Surgeon
Petaluma	Dr. L. S. Sanella	Assistant Oculist and Aurist
Sebastopol	Dr. Leo B. Cohenour	Emer. Physician and Surgeon
Guerneville	Dr. W. N. Makaroff	Dist. Physician and Surgeon
Guerneville	Dr. W. I. Ellison	Emergency Surgeon
Santa Rosa	Dr. L. E. Avery	Dist. Physician and Surgeon
Santa Rosa	Dr. A. M. Bowles	Dist. Physician and Surgeon
Santa Rosa	Dr. J. L. Spear	Oculist and Aurist

Note—Emergency surgeons should be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITAL

GENERAL HOSPITAL.....SAN FRANCISCO

WATCH INSPECTORS

Rule 2. Designated Watch Inspectors:

K. I. Dunlap, Mgr. Time Service.....65 Market Street, San Francisco
A. Solari.....745 3rd Street, San Francisco
G. D. Davidson Co., Traveling Watch Inspector.....
Lynn Richey.....165 Main Street, Petaluma
Chester Kradjan.....502 4th Street, Santa Rosa
W. R. Edwards.....119 Santa Rosa Avenue, Sebastopol